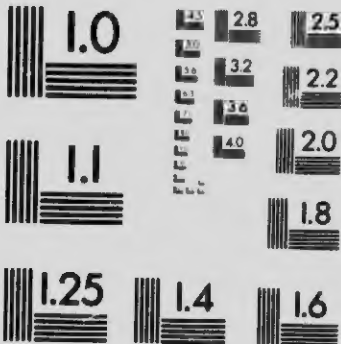


MICROCOPY RESOLUTION TEST CHART

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9793

GOVERNMENT AUCTION SALE

OF PROPERTY AT

**PRINCE GEORGE
FORT GEORGE**

— AND —

**SOUTH
FORT GEORGE**

TO BE HELD AT THE PLACES AND
ON THE DATES HEREIN
MENTIONED



ARMSTRONG & ELLIS
SELLING AGENTS

HEAD OFFICE:
804-5 BIRKS BUILDING

VANCOUVER, B.C.

GOVERNMENT SALES

Introduction

IN May and June of this year the British Columbia Government will hold public auction sales of the important Government holdings in the Townsites of Prince George, Fort George and South Fort George, on the main line of the Grand Trunk Pacific Railroad, in the interior section of British Columbia.

AS will become readily apparent on a study of the official maps of the Province, together with a consideration of the growth and development of Prince George, Fort George, and South Fort George, the opportunity offered to the investing public by reason of these sales is such as will rivet the interest of everyone who has any knowledge of the present and future of the remarkable area which this centre absolutely dominates.

THE history of official auction sales of lots in important Western Canadian centres proves conclusively that those who take advantage of such auctions profit most handsomely by their investments. The record of the auction sale of lots in Prince Rupert, Pacific terminus of the Grand Trunk Pacific, is a case in point. In 1909 the British Columbia Government and the railway company offered at public auction less than 3,000 lots in all parts of Prince Rupert.

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The interest in this sale was remarkable, and buyers in all portions of the globe were represented in the bidding. The aggregate sales of the less than 3,000 lots offered amounted to almost one and a half million dollars. Yet, in spite of the good prices paid, property values continued to increase with great rapidity, and those who bought choice sites at the first sales realized splendid advances on the original purchase prices.

THESE facts are mentioned here as being illustrative of the history of official public auctions of townsite lots in Western Canada. The auction sales which are to be held in Vancouver, Victoria and Prince George in May and June of this year may be depended upon to attract wide attention. It must be borne in mind that the property offered will represent some of the finest sites in the Townsites of Prince George, Fort George and South Fort George, sites which will, without doubt, increase in value very rapidly. The reserves, such as there are, are very low, and are not such as will interfere with investors' opportunities to obtain excellent bargains. Furthermore, the terms allowed are decidedly advantageous — one-quarter of purchase price in cash at the fall of the hammer; the balance in equal payments in one, two and three years, with interest on the unpaid balance at the rate of six per cent. per annum.

READ the facts about Prince George, Fort George and South Fort George contained in this folder; consider the plans shown and note carefully the dates of the sales. **YOU** should arrange to be present or have representation at

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these sales. Such an opportunity will never be offered again in connection with this important, rapidly-developing railroad, jobbing and distributing centre.

Prince George
Fort George
South Fort George

Dominating Centre of One of the
Richest Areas in the World

TAKE an official map of British Columbia and study it in the light of the fact that trade channels must always follow lines of least resistance. Note the flow of the great rivers and bear in mind the fact that the railroads which are now opening up British Columbia must follow the trails indicated by the rivers, because British Columbia is a mountainous country and railroads must seek the lowest grades. There are two rivers of prime importance in British Columbia's interior, the Nechako and the Fraser. Find these on the map and place the point of your pencil on the spot where these two mighty streams meet. There, even in Indian and fur trader times, was a natural central point, a distributing point elected by Nature, for a vast and rich territory.

PAUSE a moment and consider the strategic location of this point, at the junction of the Nechako and Fraser Rivers. Practically the bull's eye of a tremendous area of rich territory served, first by means of approximately 1,000 miles of navigable waterways in every direction; later by powerful rail-

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roads traversing and tapping wealthy areas of land bountifully stored with coal and other minerals, timber, fertile soil and latent water power. Small wonder that the Hudson's Bay Company created an important trading post at this junction of the waters upwards of 125 years ago. Small wonder that it is now the most important town in the Greater Interior of British Columbia, a great junction point for railroad and water transportation.

Wonderful Possibilities of this Location

THE possibilities in the location of Prince George, Fort George, and South Fort George are tremendous. Note its position in relation to other important centres: 480 miles almost due north of Vancouver; 465 miles west, and slightly north, of Edmonton; 467 miles east, and slightly south, of Prince Rupert. Thus it is, on an average, 470 2-3 miles from each of the three leading points in the development of the great Pacific North West of Canada and lies in the logical position for a radiating centre of the vast interior territory.

MUCH is said and published latterly concerning the wonderful Peace River country and its future. Those who have studied this vast territory are enthusiastic over its opportunities, and within the past few months there have been more than passing references to the question of building railways into this great hinterland. In the development of the Peace River country Prince George, Fort George and South Fort George will benefit again.

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PRINCE George, Fort George, and South Fort George have a population of about 5,000 at the present time, but this is a conservative estimate as every train is practically crowded to capacity with newcomers, and those who are in a position to judge fairly, sincerely believe that the population will double itself this coming summer.

The Railways and Prince George-Fort George

IT is well known to all that the Grand Trunk Pacific main line traverses the Prince George and Fort George town-sites and that Prince George is to be a divisional point. The Grand Trunk Company brought its first train into Prince George on January 27 of the present year. Trains are now being operated regularly and the imminent completion of the trans-continental line will assure a very much increased volume of traffic, both freight and passenger, into this centre, which will enhance development work generally.

BESIDES the Grand Trunk Pacific, activities which will alone insure the hum of industry about Prince George, Fort George and South Fort George for a long time to come, the Pacific & Great Eastern Railway line is now under construction from Vancouver to Prince George, backed by a bond guarantee of the Government. This road is under contract to be completed in 1915, and is projected northward into the Peace River country. Plans have been filed with the Government by the officials of the Pacific & Great Eastern showing

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connection with the Grand Trunk Pacific line opposite Prince George.

THERE are other railroad lines planned to tap specific sections of the great Northern Interior. Again, study the map and you will see that all railroads that traverse the central interior of British Columbia must follow the valleys of rivers and the river valleys centre at Prince George, Fort George and South Fort George.

NOW, while you are reading this folder, is the time to make up your mind about Prince George, Fort George and South Fort George. Realize that you are living in an era of development, an era of rich opportunity. To profit by these fortunate circumstances you must decide and act. And it is doubtful if you will ever have such an advantageous opening as will be offered at the official Government Auction Sales in May and June next.

The Government's Railway Policy

IN the tremendous task of developing so vast an area of varied potentialities as is represented in British Columbia, a province upon which Nature thrust a splendid isolation, an empire in itself, bounded on the one hand by the towering peaks of the Rocky Mountains and on the other by the Pacific Ocean, with the international boundary line to the south, and the great undeveloped territories to the north, the building of railways assumes primary importance. That the railway

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policy of the Government of British Columbia is a progressive one, a policy which seeks to accomplish what is sorely needed in as short a space of time as possible, is a fact that bodes good for the rapid development of those centres of population which, by their location, are fitted to become distributing points. The provincial railway policy is an example of courage, foresight, and an abiding faith in the province, a policy upon which those who are interested, or who are apt to become interested in the development of the interior of British Columbia may depend.

THE far-sightedness and courage of the Government was exemplified recently in announcements by Sir Richard McBride, Premier of the Province of British Columbia in connection with the Government's support of the Pacific and Great Eastern, when he spoke of his conception of the furthering of the Pacific and Great Eastern line beyond Prince George to the Peace River, and beyond the Peace River to form a link in a North and South Railway connecting the great areas of Alaska with the south by an international railroad to be used by both Canada and the United States. "The building of this railroad would put Alaska on the map," declared the Premier in commenting upon the effect of the suggested line. And, that such progressiveness is met with sympathy on the part of the United States Government is shown in the statement of Mr. Franklin K. Lane, Secretary of the Department of the Interior, at Washington, who said on March 14th last, referring to Premier McBride's proposal: "In conference with the committees of the senate and house I have urged the feasibility of such a railroad

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and I believe that the Canadian Government is ready to co-operate with us. I believe that it is possible for us to build to the Alaskan boundary to meet the Canadian road by the time our neighbors are ready to come to us."

THESE references are made here as illustrative of what may be expected in the development of Interior and Northern British Columbia.

FROM all this development Prince George, Fort George, South Fort George will benefit. There is no question, in the minds of those who are capable of judging, but that this point, at the meeting place of two mighty streams, will play a leading part in the future of British Columbia.

FOR any further facts relative to the Government Auction Sales write direct to the authorized selling agents Armstrong & Ellis, 804-5 Birks Building, Vancouver, B. C.



GOVERNMENT SALES

Dates and Places of Sales, Conditions Terms, &c.

ALL lots to be sold will be offered at public auction to the highest bidder. On all of the lots reserves have been placed, but in no instance are such reserves sufficiently high to become obstacles. Note that the townsite of Prince George is "rough cleared."

Terms

Terms will be one-quarter of the price bid on the fall of the hammer. The balance in one, two and three years at six per cent. interest per annum.

Hours of Sale

Sales will begin promptly at 10 a.m. and 2 p.m. on the dates advertised. Additional sales will be held in Vancouver on the evenings of the 19th and 20th at 8 o'clock. See newspaper advertisements for directions as to halls in which sales will be conducted.

Places and Dates

Sales will be held as follows:

Vancouver, B.C., 19th, 20th and 21 of May, 1914.

Victoria, B.C., 26th and 27th of May, 1914.

Prince George, 9th, 10th and 11th of June, 1914.

FORT GEORGE

Lots 936, 937, 938 and 1429

SOUTH FORT GEORGE

Lots 933 and 934

Group 1, Cariboo District, British Columbia

TO BE OFFERED FOR SALE BY PUBLIC AUCTION

Sales will be held at

Vancouver, B. C., on May 19th, 20th and 21st, 1914

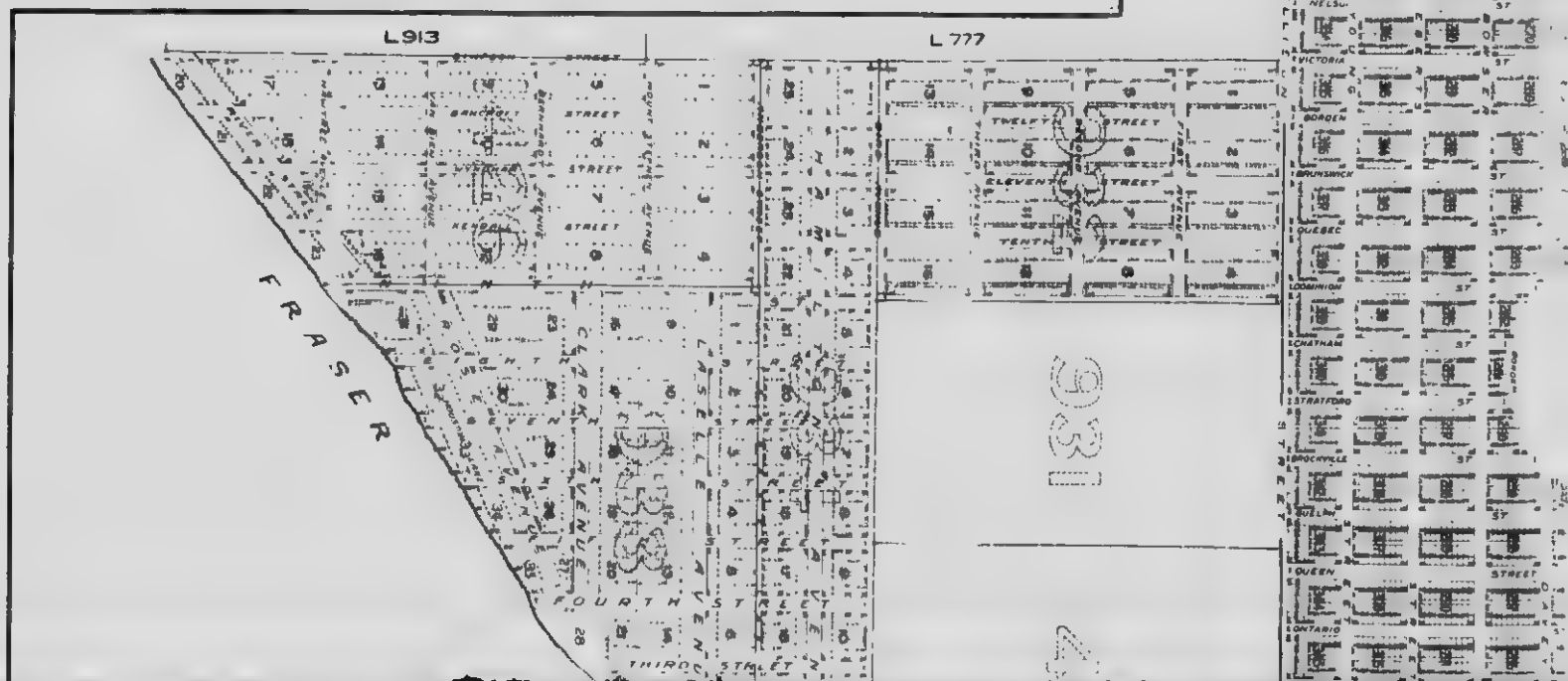
Victoria, B. C., on May 25th and 27th, 1914

Prince George, on June 9th, 10th, and 11th, 1914

ARMSTRONG & ELLIS

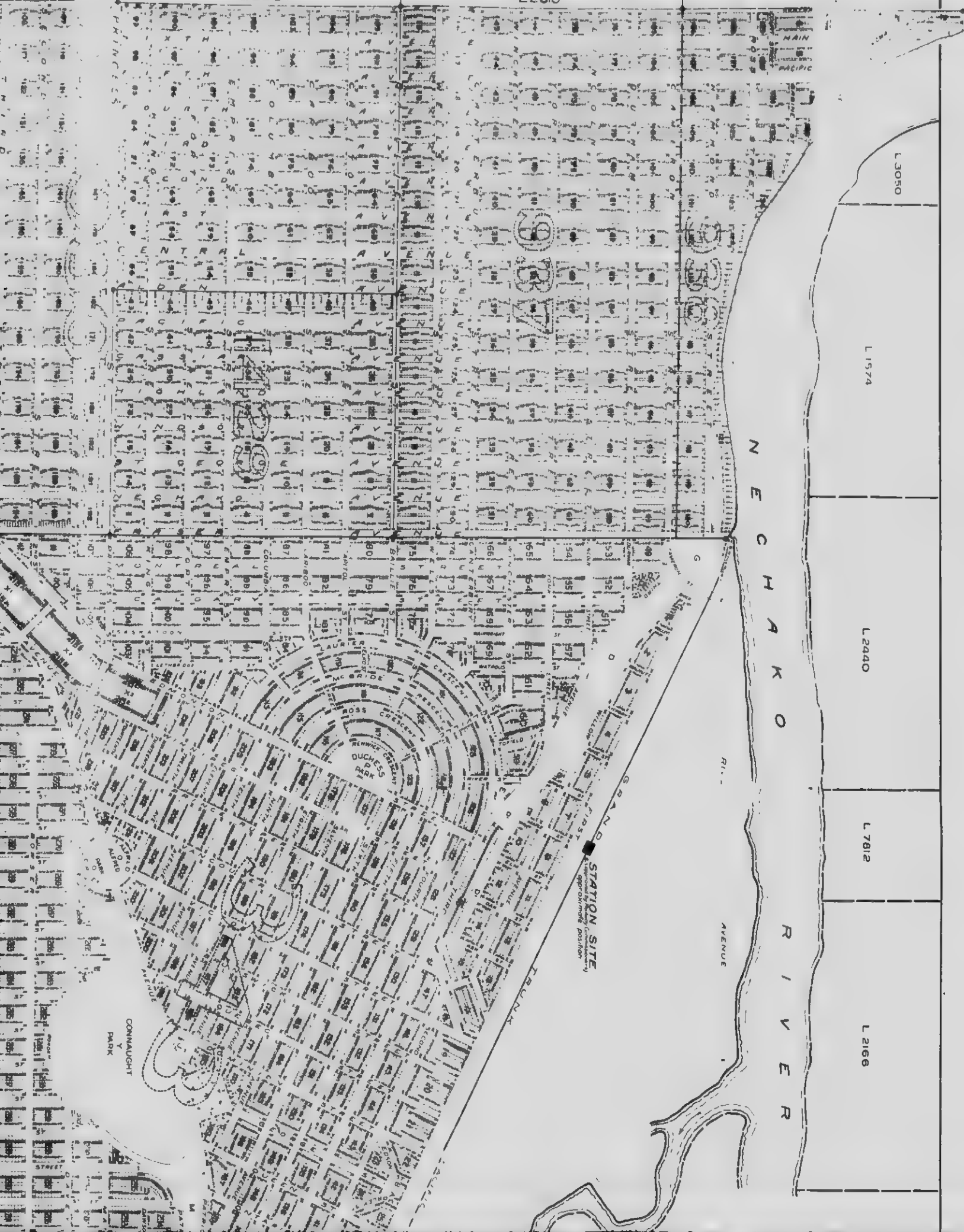
Selling Agents for the Government

Head Office: 404-5 Birks Building, Vancouver, B. C.



L2507

L2610



L3050

L1574

L2440

L7612

L2166

NECHAKO

RIVER

AVENUE

STATION SITE
approximate position

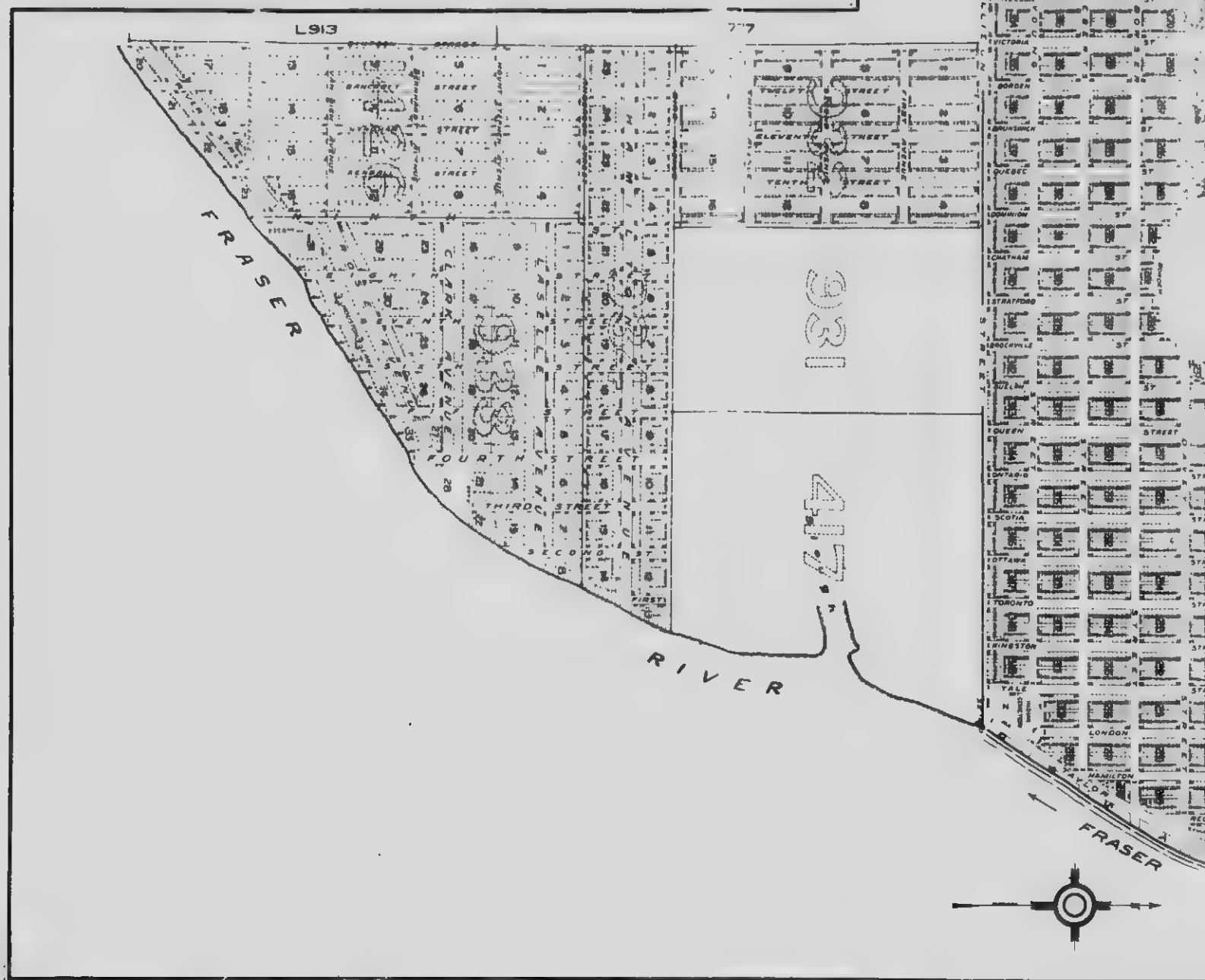
CONNAUGHT
PARK

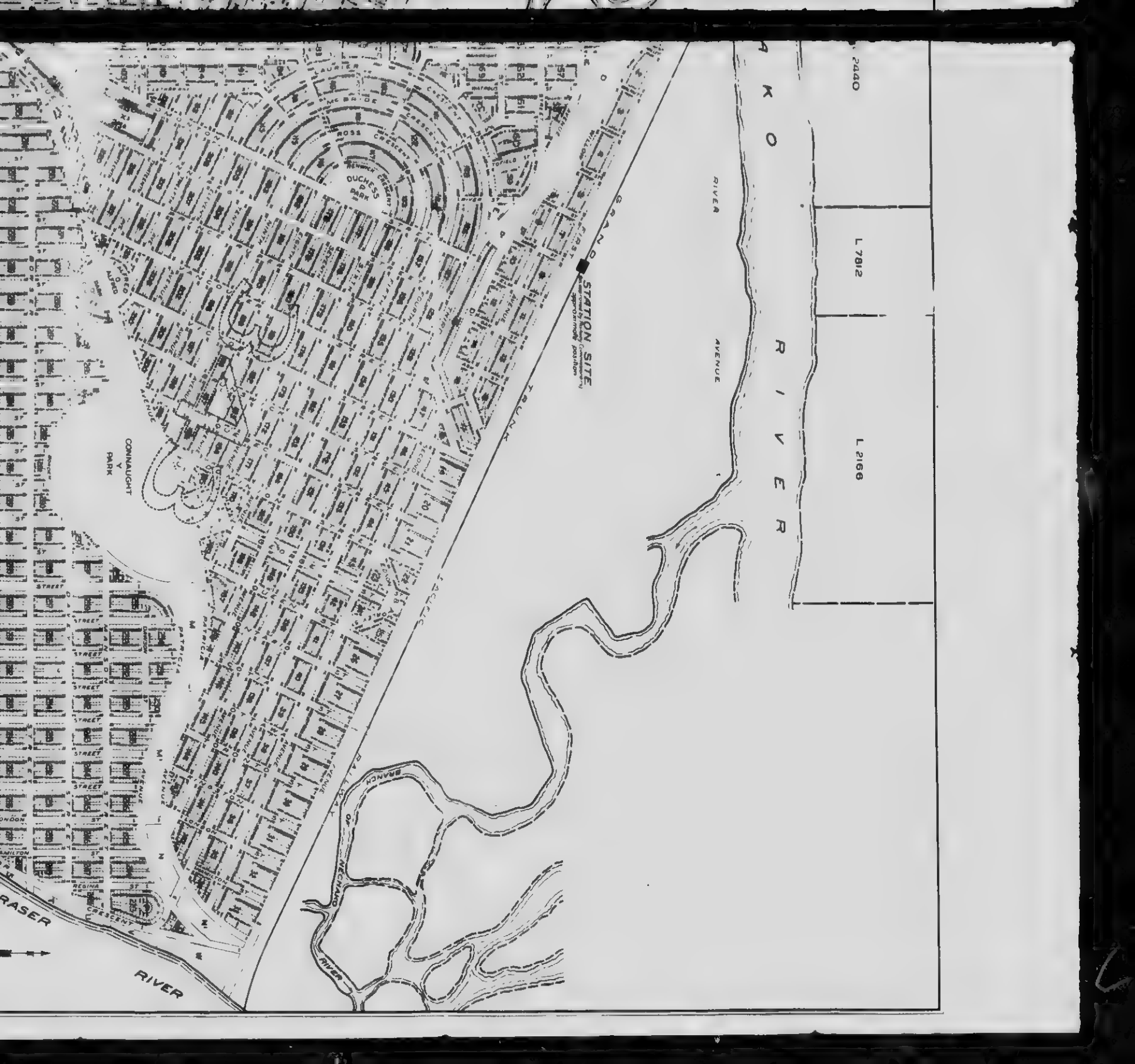
DUCHESNE
PARK

ARMSTRONG & ELLIS

Selling Agents for the Government

Head Office: 804-5 Birks Building, Vancouver, B.C.





2440

L 7812

L 2166

RIVER AVENUE

STATION SITE
as shown by the City of Regina
approximate position

GRAND TRUNK

RAILROAD

BRANCH OF NECHAWAN RIVER

RIVER

CONNAUGHT PARK

DUCHESS PARK

RAILROAD

STREET

PARK

STATION SITE

GOVERNMENT SALES

The following Notice appears in the Fort
George Press:

NOTICE

NOTICE IS HEREBY GIVEN that Public Auctions of Town Lots owned by the Province of British Columbia, in the Subdivisions of Lots Nos. 343, 933, 934, 936, 937, 938 and 1429, all in Group 1, Cariboo District, and situated in and near Fort George, will take place in May and June next.

These Lots will be offered for sale without regard to any improvements that may be thereon; and all persons who have placed improvements upon any of the said Lots are hereby notified that if they wish to secure such improved Lots, it will be necessary to purchase them at the Auctions above referred to. No preferences whatsoever will be given any person claiming an interest in any improvements existing on any Lot offered for sale.

As all improvements existing on Government Lots in the said Subdivisions were erected without authority it is the intention to treat all persons claiming an interest therein as trespassers; but they will be given the privilege of removing any existing improvements from Provincial Government Lots at any time within sixty days following the date of Auction Sale.

All Lots upon which there are existing improvements at the time of sale will be sold subject to delivery sixty days after date of sale, and any improvements remaining on such Lots at the time of delivery of said Lots will be deemed to have become forfeited to the Crown.

(Signed) W. R. ROSS,
Minister of Lands.

Lands Department,
Victoria, B. C.,
March 11, 1914.

THIS FOLDER contains valuable information
concerning the

**GOVERNMENT AUCTION SALE
OF PROPERTY AT
PRINCE GEORGE, FORT GEORGE AND
SOUTH FORT GEORGE**

ARMSTRONG & ELLIS—Selling Agents

Head Office : 804-5 Birks Building, Vancouver, B. C.



